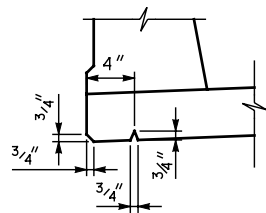


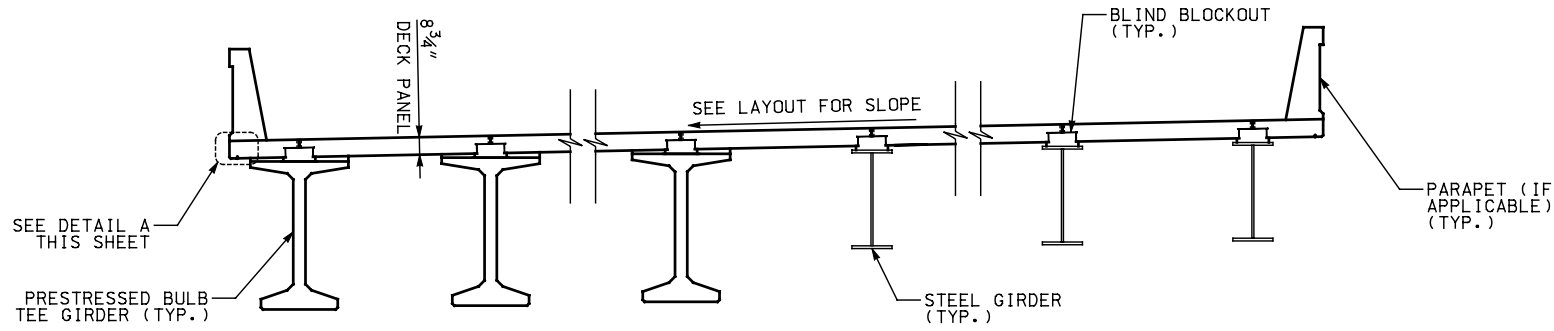
PRECAST CONCRETE PANEL TYPES

SEE "TYPICAL PANEL PLANS" SHEET FOR ADDITIONAL INFORMATION
NOTE: NOMINAL JOINT SPACING SHOWN

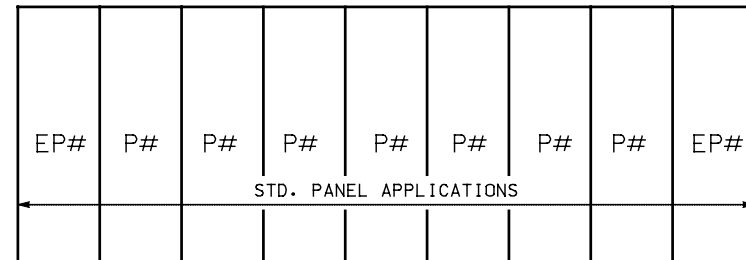
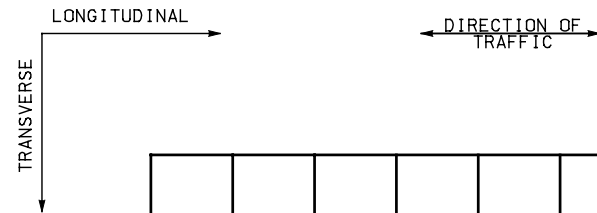
PRECAST PANEL TYPES	
EP#	PANEL ADJACENT TO ABUTMENT
P#	STANDARD INTERIOR PANEL



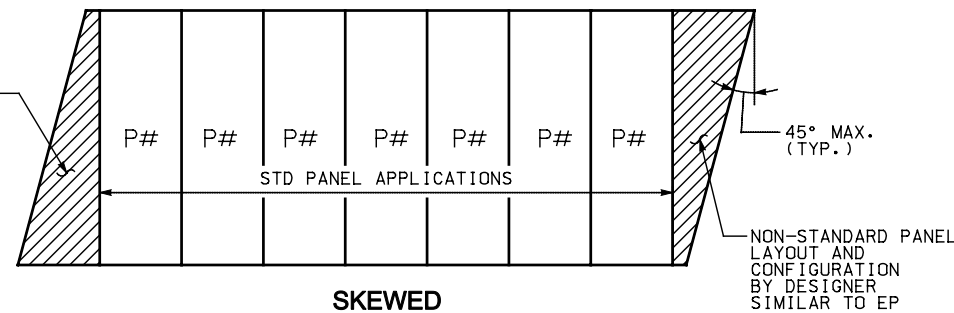
DETAIL A: DRIP GROOVE



SECTION A: PRECAST DECK PANEL



NO SKEW



SKEWED

STANDARD PRECAST CONCRETE PANEL APPLICATIONS

NOTE: SMALL CLOSURE POURS MAY BE USED IN ACUTE CORNERS OF SHADED AREAS.

REVISIONS

NO.	DATE	APPR.	REMARKS

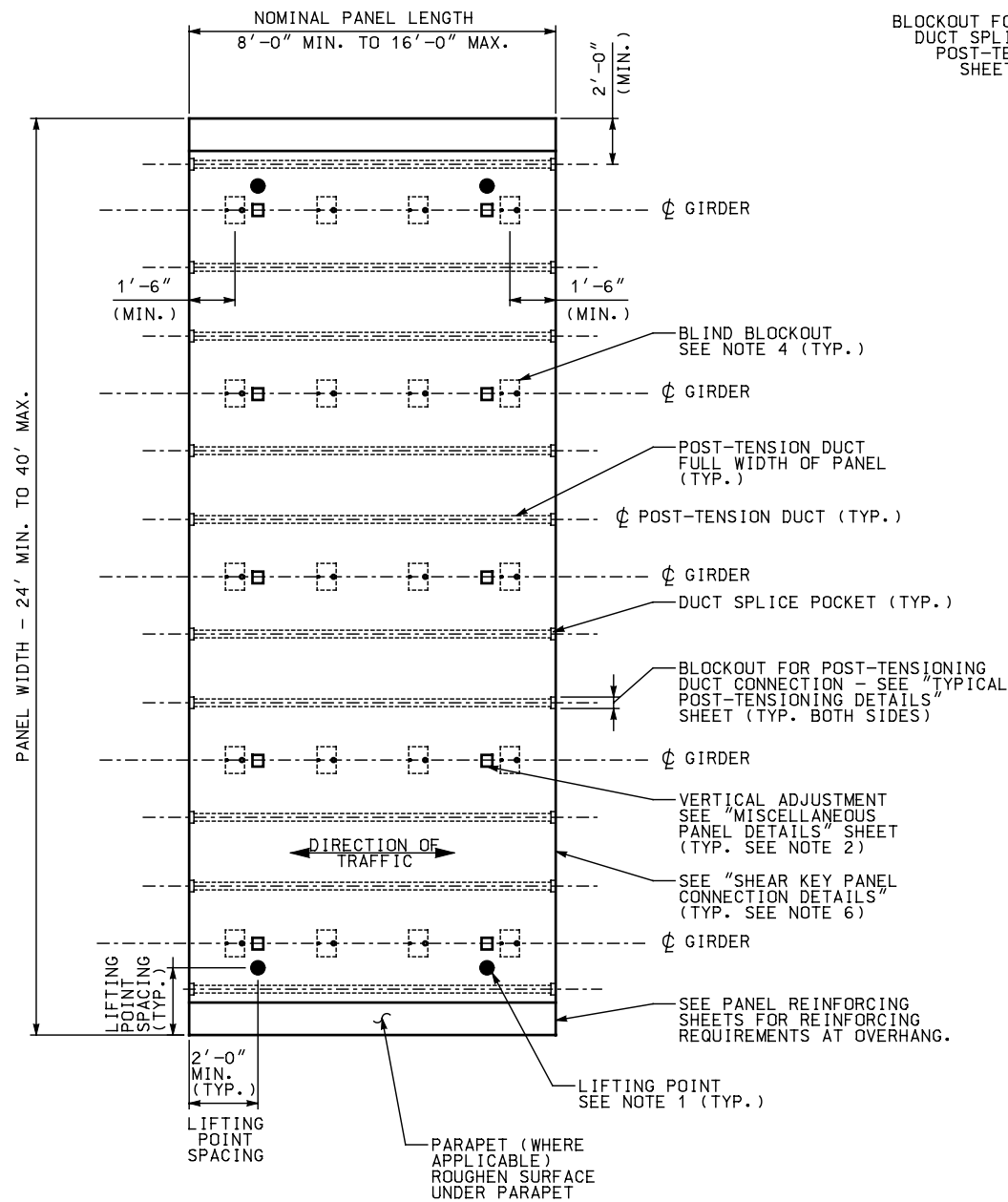
UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL	DATE
CHAIRMAN STANDARDS COMMITTEE APPROVED	DATE
DEPUTY DIRECTOR	DATE

**FULL DEPTH PRECAST
CONCRETE DECK PANELS
GENERAL LAYOUTS**

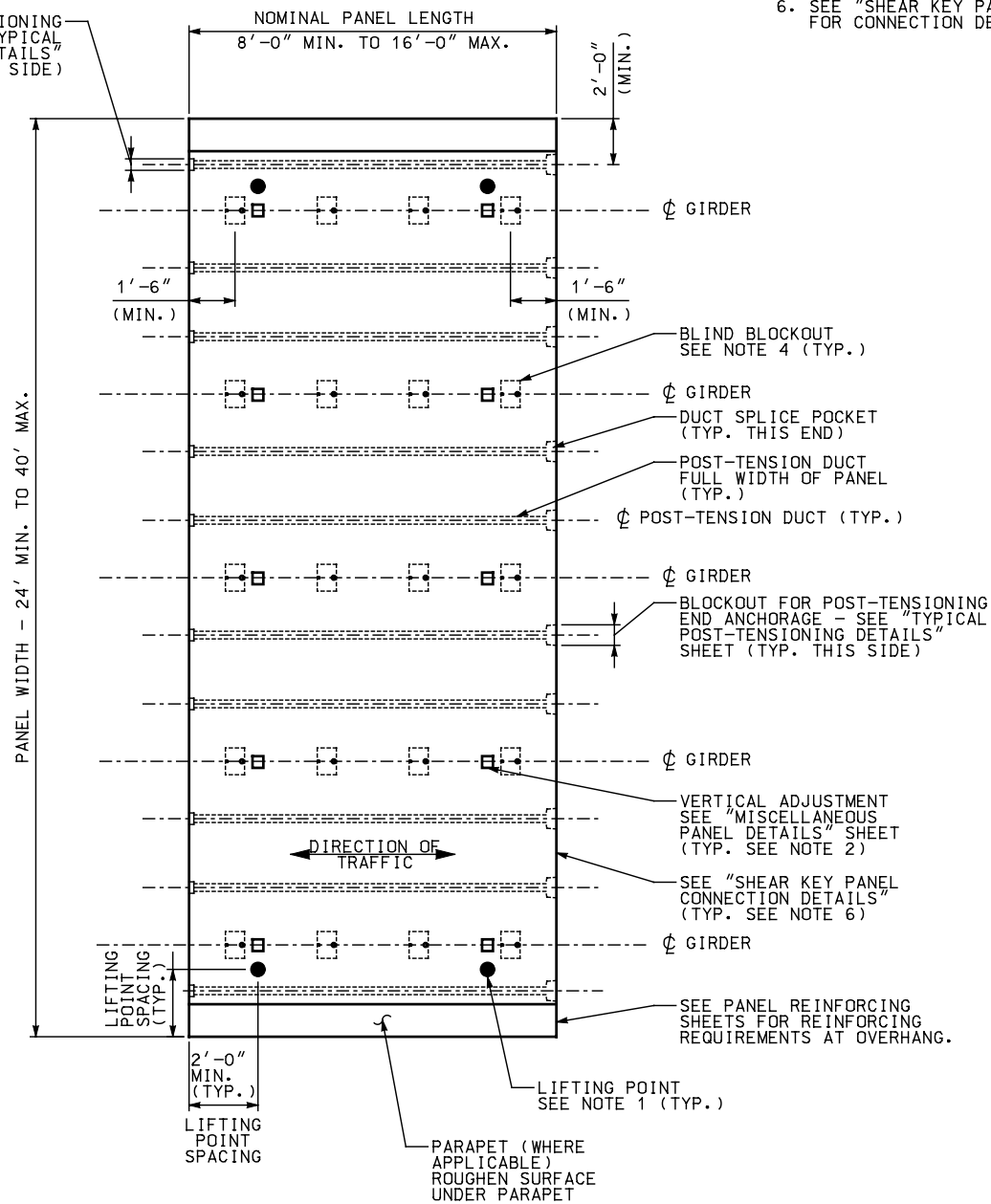
STD. DWG. NO.

PDP - 2



PANEL TYPE P

BLOCKOUT FOR POST-TENSIONING
DUCT SPLICE - SEE "TYPICAL
POST-TENSIONING DETAILS"
SHEET (TYP. THIS SIDE)



PANEL TYPE EP

NOTES

1. DESIGNER WILL DETERMINE NUMBER AND LOCATION OF LIFTING POINTS.
2. A MINIMUM OF 2 VERTICAL ADJUSTMENT ASSEMBLIES ARE REQUIRED AT Ø EACH GIRDER.
3. FOR VERTICAL ADJUSTMENT DEVICES SEE "MISCELLANEOUS PANEL DETAILS" SHEET.
4. FOR DETAILS OF BLIND BLOCKOUTS SEE "SHEAR CONNECTOR BLOCKOUT DETAILS" SHEET.
5. SEE "PRECAST PANEL REINFORCING" AND "PRESTRESSED PANEL REINFORCING" SHEETS FOR REQUIRED REINFORCING.
6. SEE "SHEAR KEY PANEL CONNECTION" SHEET FOR CONNECTION DETAILS.

REVISIONS

NO.	DATE	APPR.	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL	DATE
CHAIRMAN STANDARDS COMMITTEE APPROVED	DATE
DEPUTY DIRECTOR	DATE

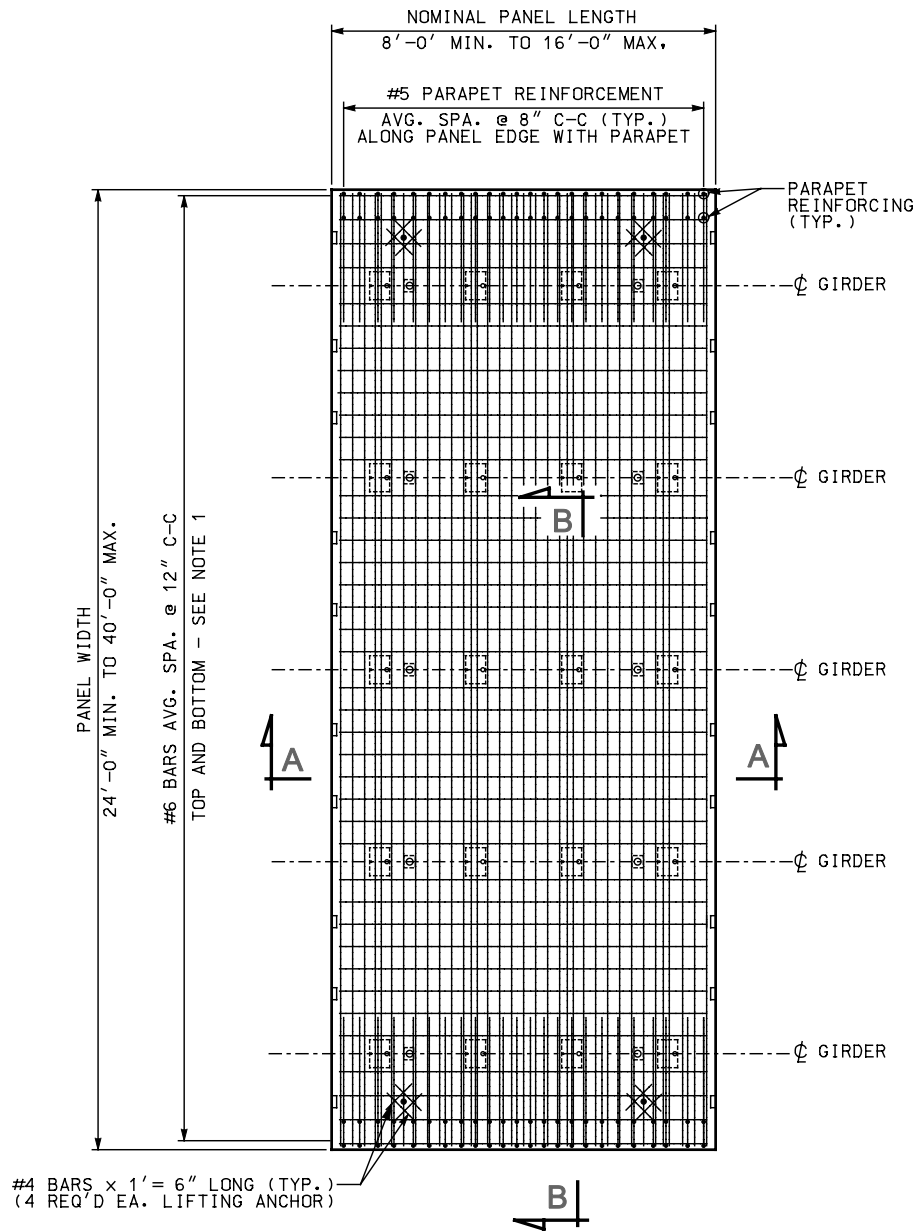
FULL DEPTH PRECAST
CONCRETE DECK PANELS
TYPICAL PANEL PLANS

STD. DWG. NO.

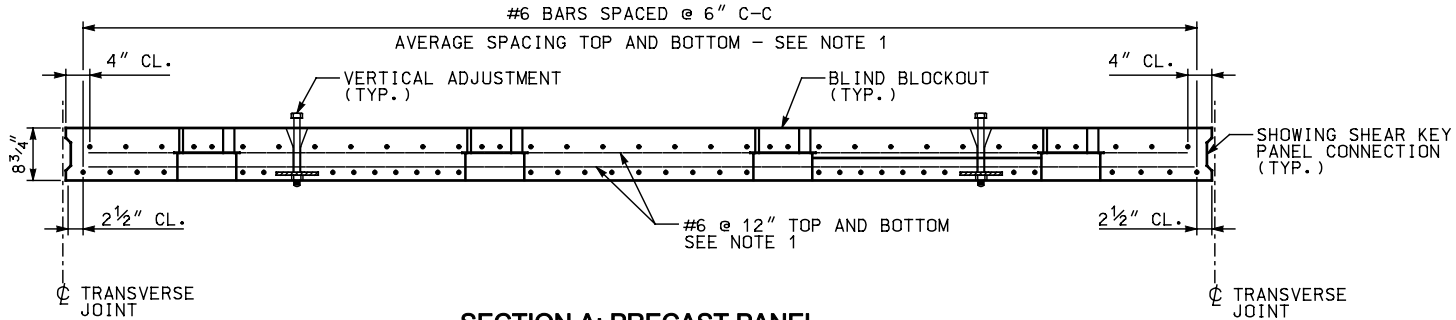
PDP - 3

NOTES

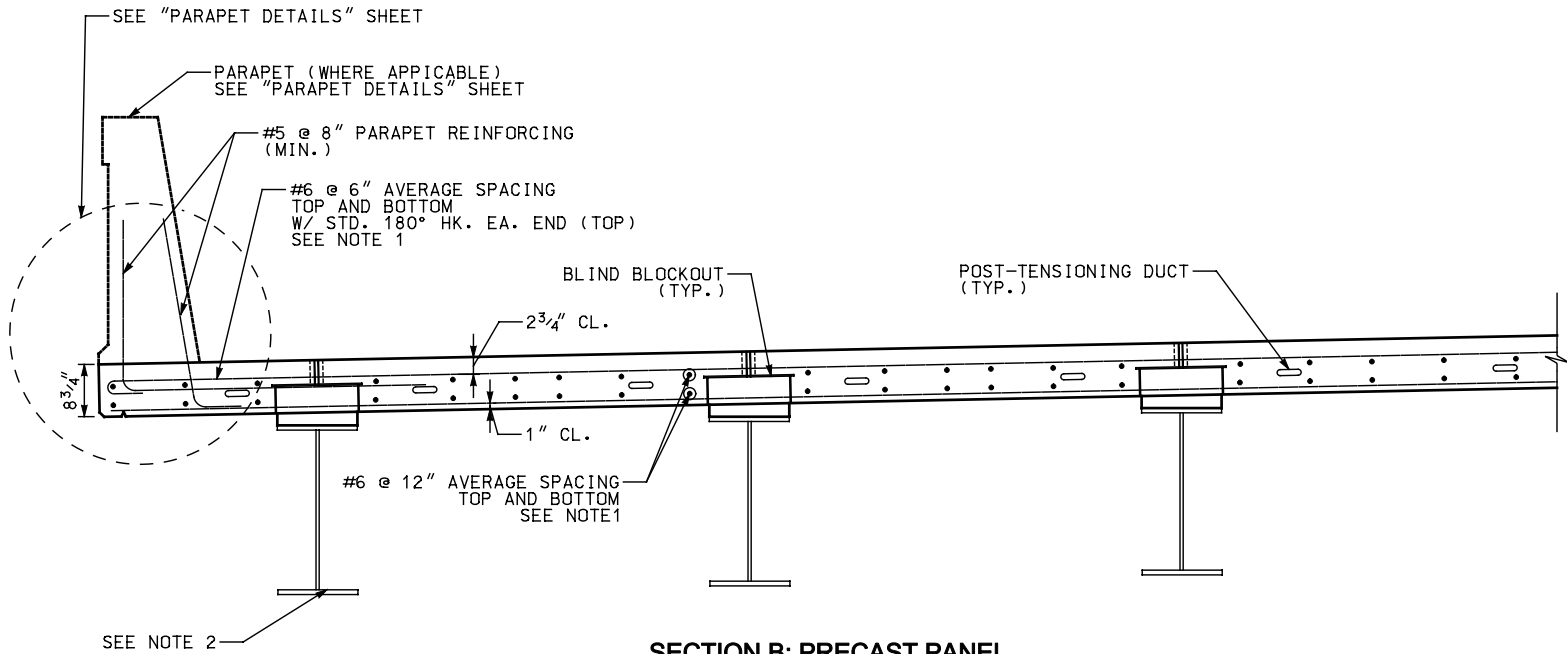
1. ADJUST LOCATION OF BARS TO AVOID CONFLICTS WITH BLOCKOUTS AS APPROVED BY DESIGNER.
2. STEEL GIRDER SHOWN, PRESTRESSED BULB TEE GIRDERS ALLOWED.
3. HOOK TOP BARS STD 180° EACH END.
4. CROWNED ROADWAYS REQUIRE A CLOSURE POUR AT THE CROWN. THIS WILL REQUIRE MULTIPLE PANELS IN A CROSS SECTION. SEE CROWN CLOSURE POUR DETAILS.



INTERIOR PANEL REINFORCING PLAN



SECTION A: PRECAST PANEL



SECTION B: PRECAST PANEL

REVISIONS

NO.	DATE	APPR.	REMARKS

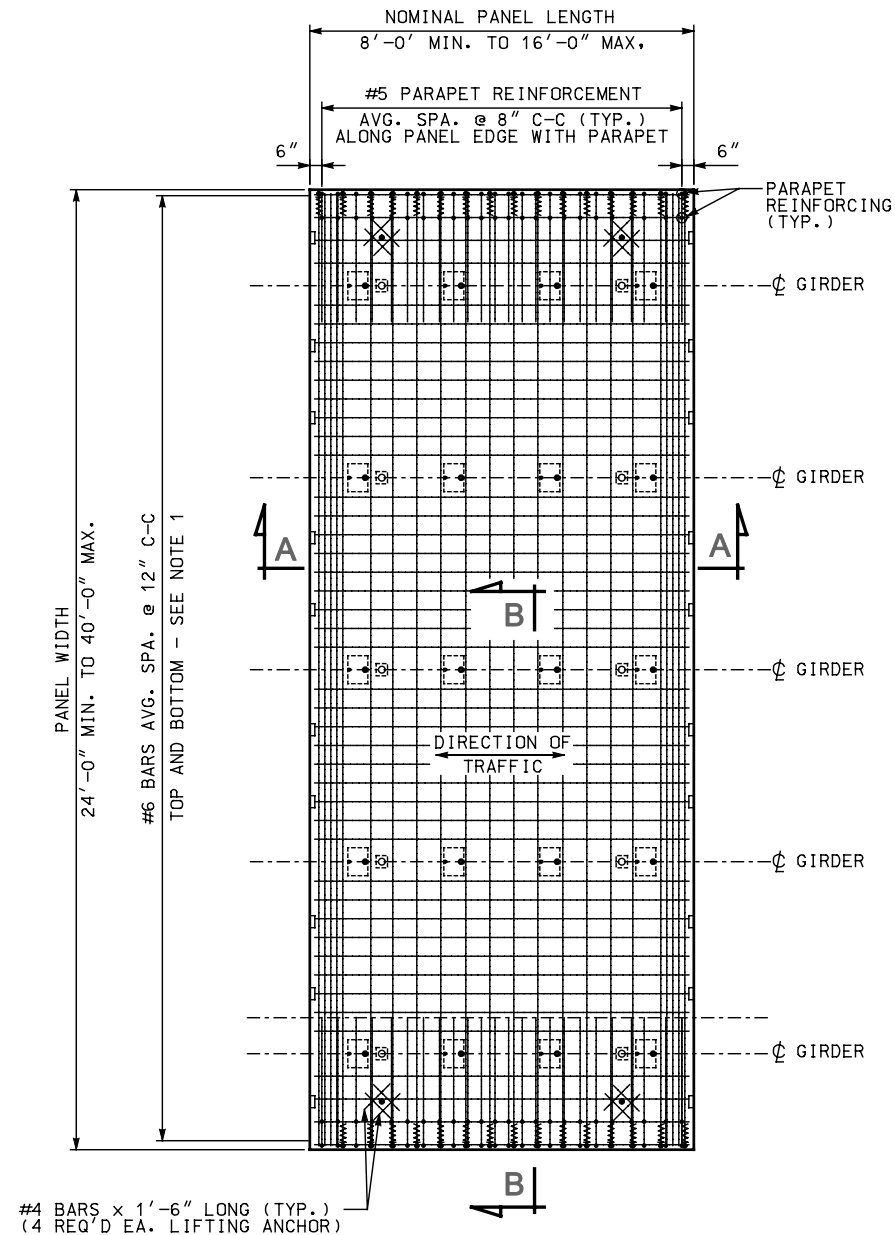
UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL	DATE
CHAIRMAN STANDARDS COMMITTEE APPROVED	DATE
DEPUTY DIRECTOR	DATE

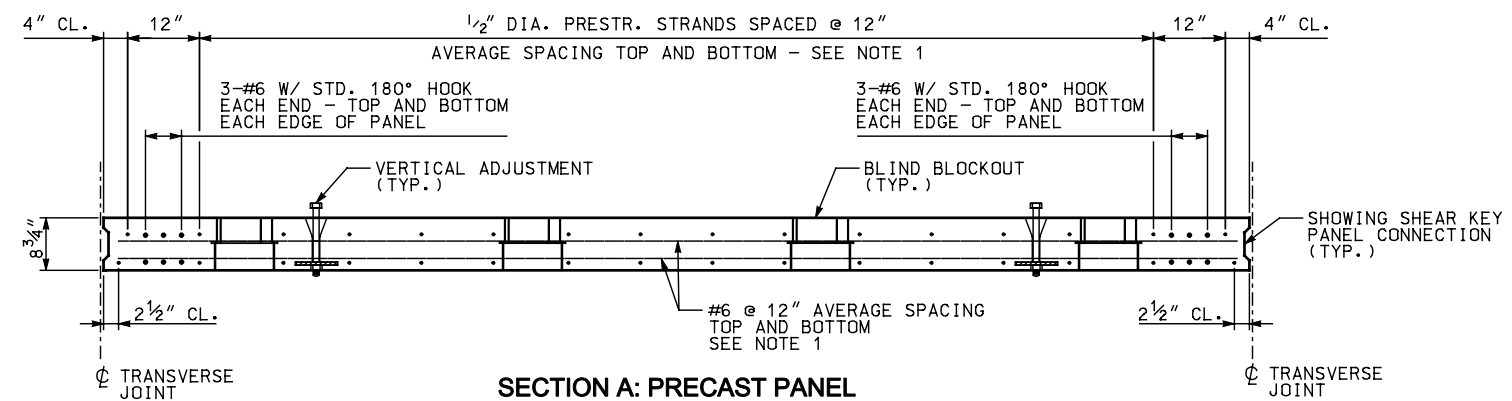
FULL DEPTH PRECAST
CONCRETE DECK PANEL
PRECAST PANEL
REINFORCING

NOTES

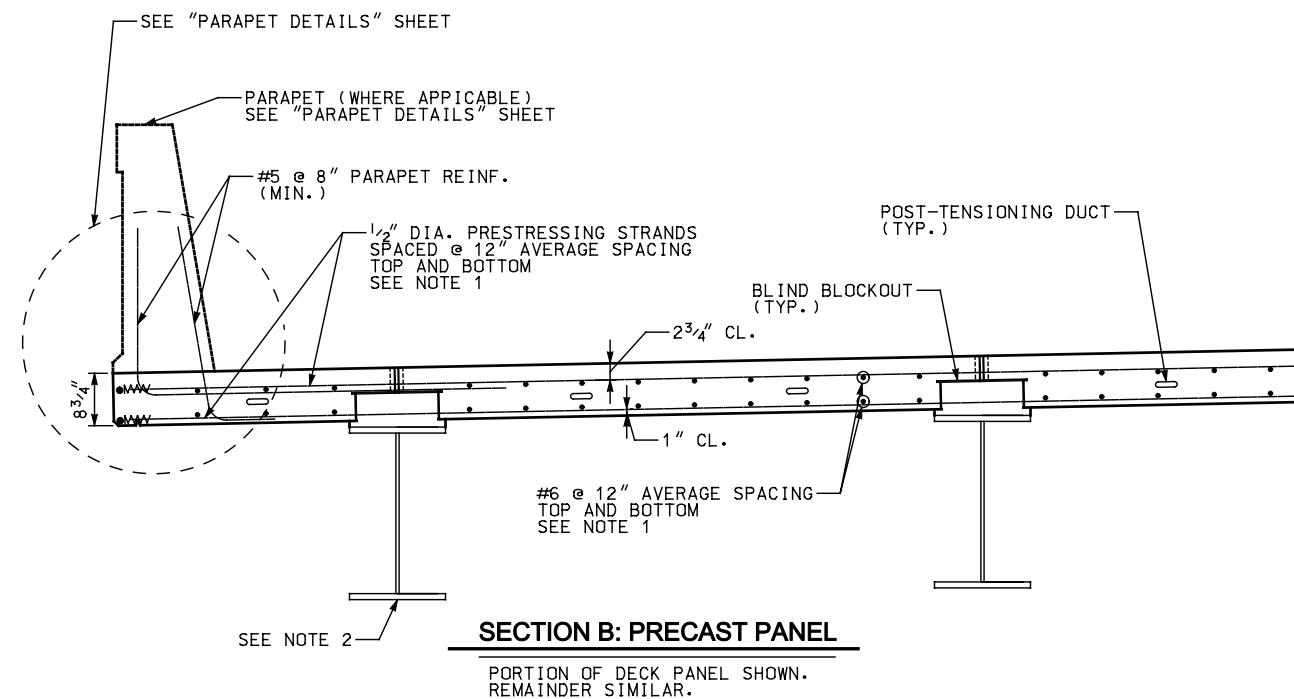
1. ADJUST LOCATION OF BARS TO AVOID CONFLICTS WITH BLOCKOUTS AS APPROVED BY DESIGNER.
2. STEEL GIRDER SHOWN, PRESTRESSED BULB TEE GIRDERS ALLOWED.
3. HOOK TOP BARS STD 180° EACH END.
4. CROWNED ROADWAYS REQUIRE A CLOSURE POUR AT THE CROWN. THIS WILL REQUIRE MULTIPLE PANELS IN A CROSS SECTION. SEE CROWN CLOSURE POUR DETAILS.



INTERIOR PANEL REINFORCING PLAN



SECTION A: PRECAST PANEL



SECTION B: PRECAST PANEL

PORTION OF DECK PANEL SHOWN.
REMAINDER SIMILAR.

[illegible]

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL

**CHAIRMAN STANDARDS COMMITTEE
APPROVED**

DEPUTY DIRECTOR

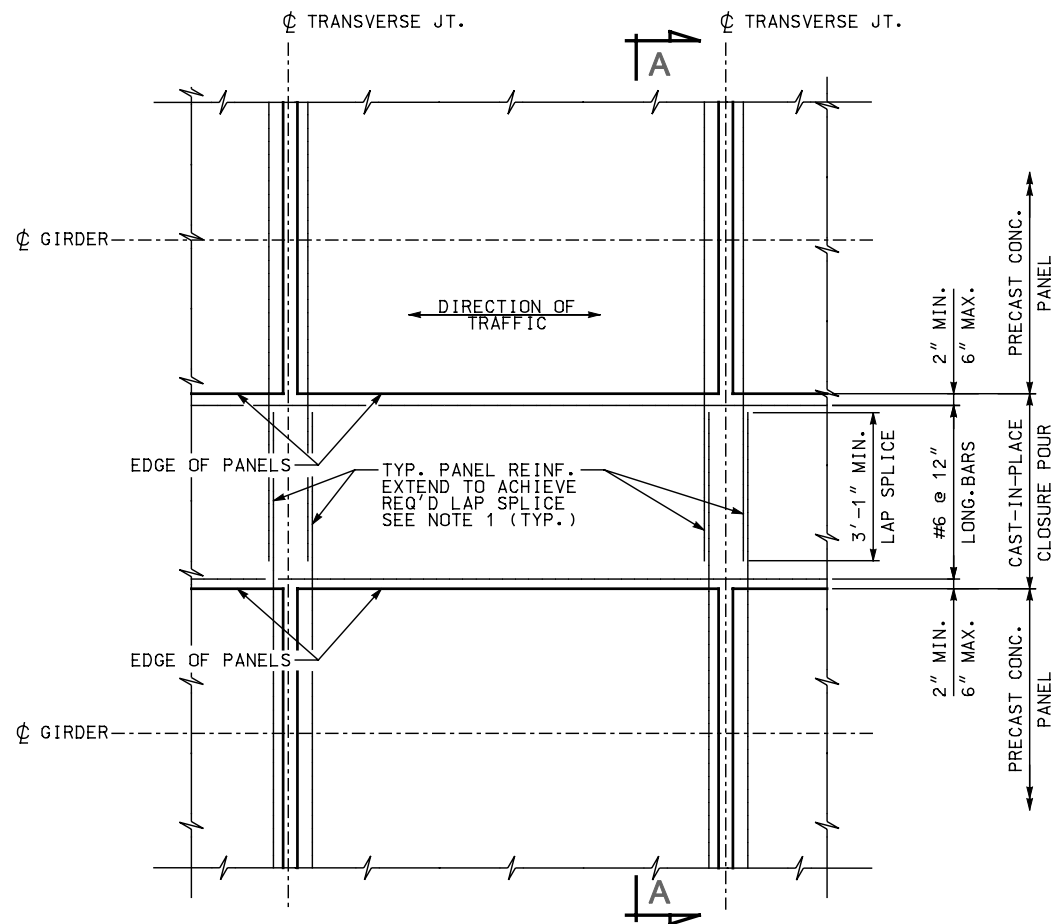
**FULL DEPTH PRECAST
CONCRETE DECK PANELS**

STD. DWG. NO.

PDP - 5

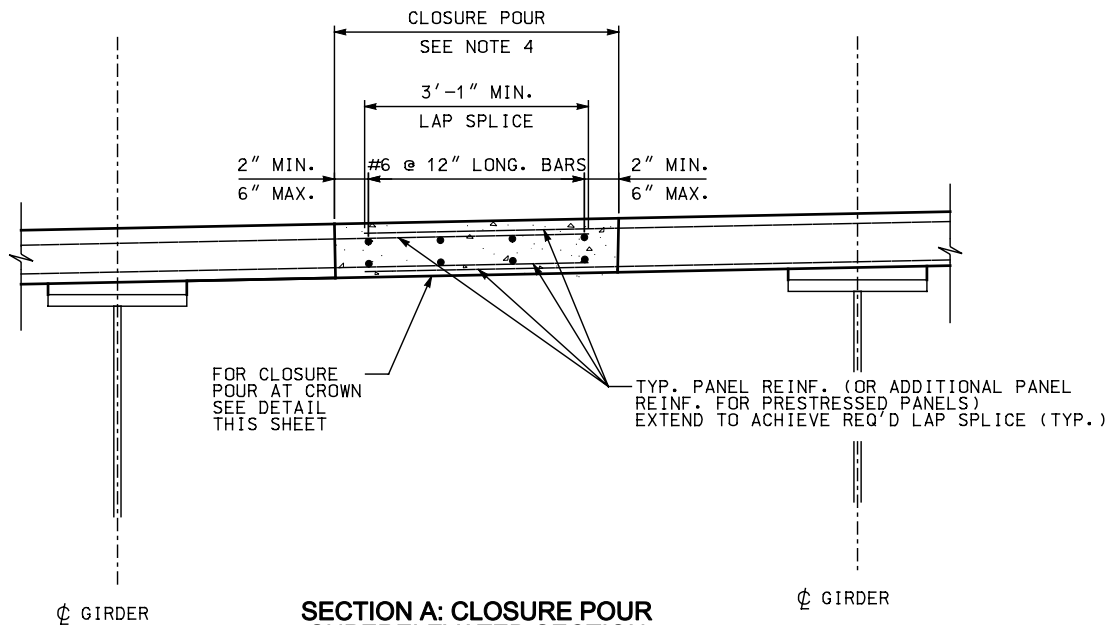
CLOSURE POUR.dgn

4/30/2009



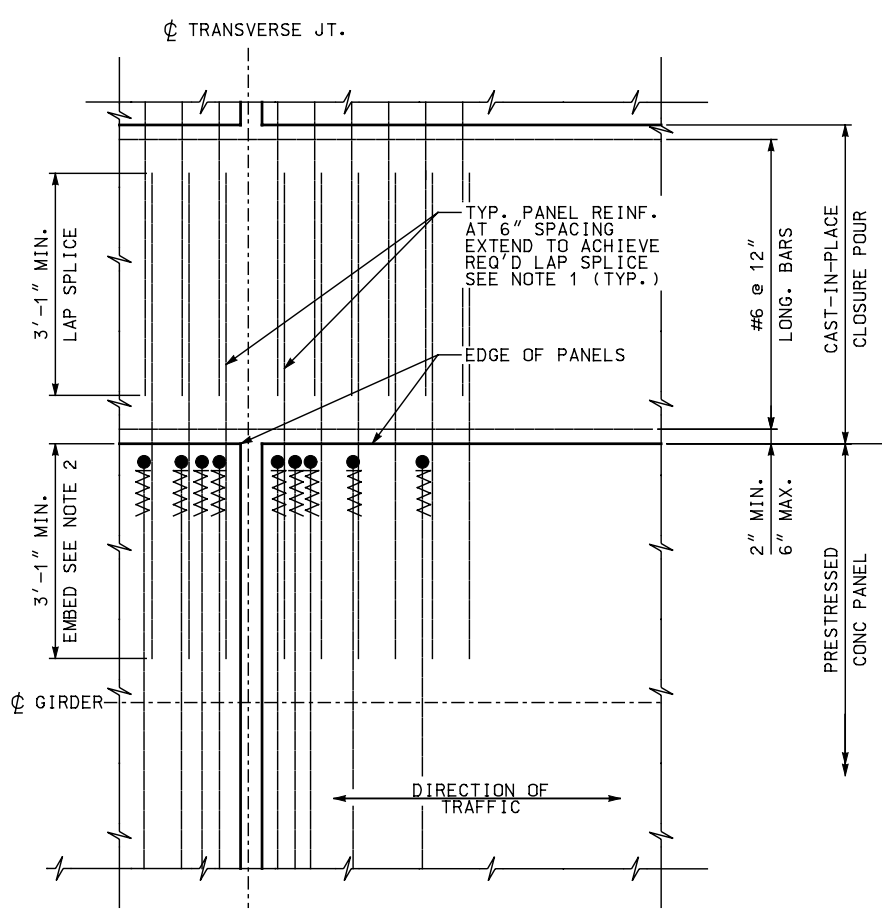
CLOSURE POUR PLAN

(PRECAST PANELS SHOWN - SEE CLOSURE POUR PART-PLAN FOR CLOSURE POUR USING PRESTRESSED PANELS)



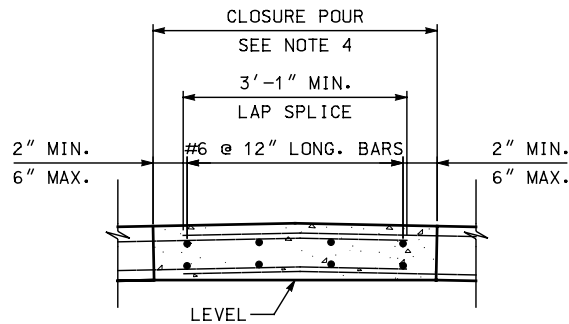
SECTION A: CLOSURE POUR SUPERELEVATED SECTION

(SHOWING STEEL GIRDERS)



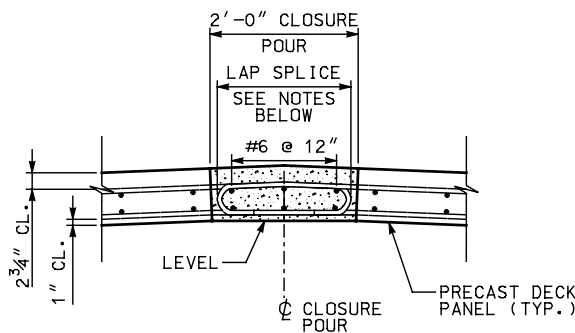
CLOSURE POUR PART PLAN

(PRESTRESSED PANELS SHOWN)



SECTION A: CLOSURE POUR

SECTION AT CROWN



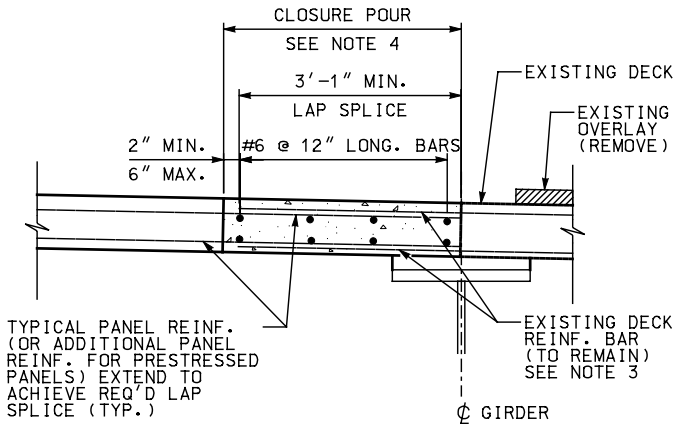
SECTION A: OPTIONAL CLOSURE POUR

SHOWING SECTION AT CROWN - SECTION AT OTHER LOCATIONS SIMILAR

- NOTES:
1. HOOKED BARS ARE REQUIRED IN TENSILE ZONES.
 2. HOOKED BARS ARE NOT REQUIRED IN COMPRESSION ZONES.
 3. ROTATE HOOKS TO PROVIDE REQUIRED COVER.
 4. LAP SPLICE IN COMPRESSION ZONES TO BE 22½ IN.

NOTES

1. MINIMUM REINFORCEMENT SHOWN. IT IS THE RESPONSIBILITY OF THE DESIGNER TO DETERMINE THE ACTUAL REINFORCEMENT REQUIRED.
2. AS AN ALTERNATIVE TO EMBEDDING BARS IN PRESTRESSED PANELS, THREADED INSERTS MAY BE ALLOWED AS DIRECTED BY THE DESIGNER. IN PRECAST PANELS WITHOUT PRESTRESSING, PANEL REINFORCEMENT, TOP AND BOTTOM, WILL BE CONTINUED INTO THE CLOSURE POUR.
3. PROTECT EXISTING REINFORCING BARS WHEN REMOVING THE PORTION OF EXISTING DECK. BEFORE MAKING THE CLOSURE POUR, ALL EXISTING REINFORCING IS TO BE CLEANED OF RUST AND FOREIGN MATERIAL. RECOAT BAR IF ORIGINAL WAS EPOXY COATED AND DAMAGED. REPAIR OR REPLACE ANY EXISTING REBAR DAMAGED DURING THE REMOVAL OF CONCRETE.
4. WHEN GIRDER SPACING EXCEEDS 7'-0" CONTRACTOR WILL SUPPLY FULL-LENGTH TEMPORARY SUPPORT TO THE PANEL OVERHANG AND CLOSURE POUR UNTIL CLOSURE POUR HAS GAINED FULL COMPRESSIVE STRENGTH.
5. CLOSURE POUR DETAILS SHOWN FOR MAXIMUM BEAM SPACING OF 10'-0". AT A MINIMUM, EXTEND CONTINUOUS REINFORCEMENT, TOP AND BOTTOM, FROM PRECAST PANEL, #6 AT 6" SPACING INTO CLOSURE POUR.
6. DESIGN AND DETAIL CLOSURE POUR FOR BEAM SPACINGS GREATER THAN 10'-0", AND APPROPRIATE POST-TENSIONING AS REQUIRED.
7. CLOSURE POURS CAN BE USED FOR:
 - ROADWAY CROWNS
 - STAGED CONSTRUCTION JOINTS
 - BRIDGES GREATER THAN 40 FT WIDE
 - BRIDGE WIDENING PROJECTS
8. THE MINIMUM LAP SPLICE LENGTH SHOWN IS BASED ON THE FOLLOWING PARAMETERS:
 - #6 @ 6"
 - $f_c = 4$ KSI
 - 2½" CLEAR COVER
 - TENSION LAP WITH 100% OF BAR SPLICED
 - CLASS C SPLICE
 - AASHTO LRFD SPECIFICATIONS
 - COATED BARSFOR BOTTOM BARS WITH 1" CLEAR COVER, INCREASE THIS SPLICE LENGTH TO 3'-10". DESIGNER TO ADJUST LENGTH OF SPLICE FOR DESIGNS BEYOND THESE PARAMETERS.
9. FOR STAGE CONSTRUCTION CLOSURE POURS, PLACE CONCRETE AFTER LONGITUDINAL POST-TENSIONING.
10. FOR NON-STAGE CONSTRUCTION LONGITUDINAL CLOSURE POURS, CONCRETE MAY BE PLACED AFTER POST-TENSIONING.



CLOSURE POUR TO EXISTING DECK SECTION

(SHOWING STEEL GIRDERS)

CONTRACTOR TO SUPPLY FULL-LENGTH TEMPORARY SUPPORT, AS DIRECTED BY THE ENGINEER, TO THE PANEL OVERHANG AT THE CLOSURE POUR UNTIL THE CLOSURE POUR HAS GAINED FULL COMPRESSIVE STRENGTH.

REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION

STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION

SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL

CHAIRMAN STANDARDS COMMITTEE

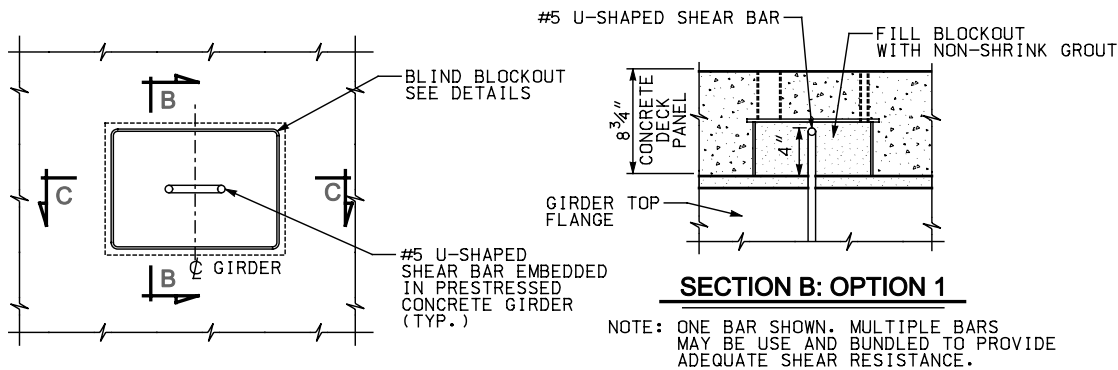
APPROVED

DEPUTY DIRECTOR

FULL DEPTH PRECAST
CONCRETE DECK PANELS
CLOSURE POUR DETAILS

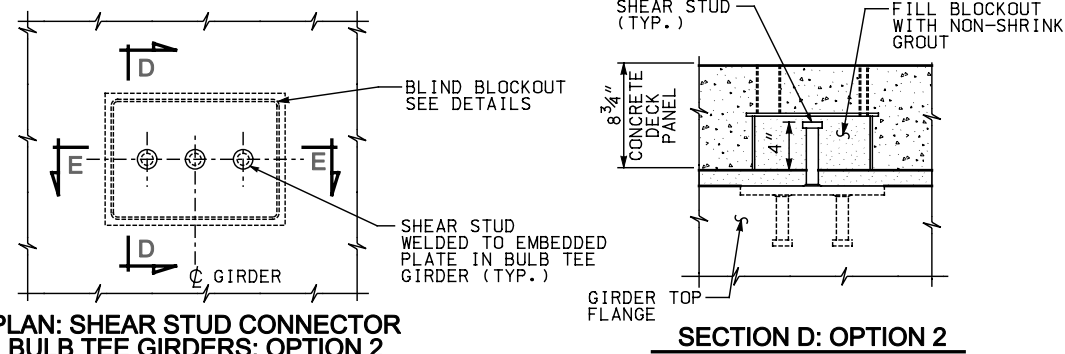
STD. DWG. NO.

PDP - 6



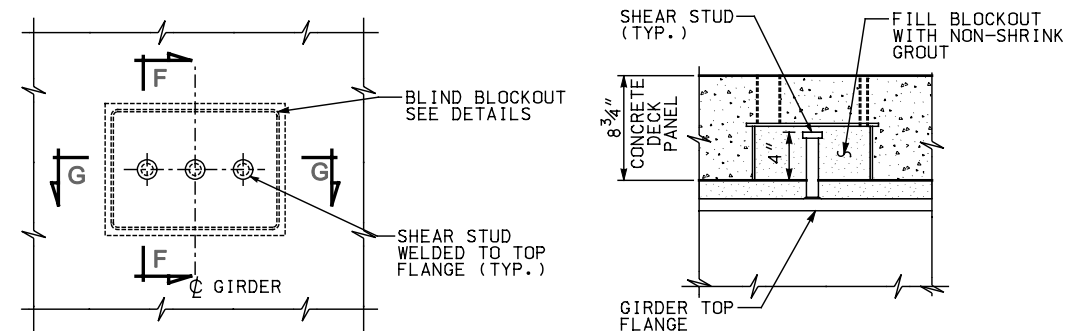
**PLAN: U-SHAPED SHEAR BAR
BULB TEE GIRDERS: OPTION 1**

NOTE: ONE BAR SHOWN. MULTIPLE BARS MAY BE USE AND BUNDLED TO PROVIDE ADEQUATE SHEAR RESISTANCE.



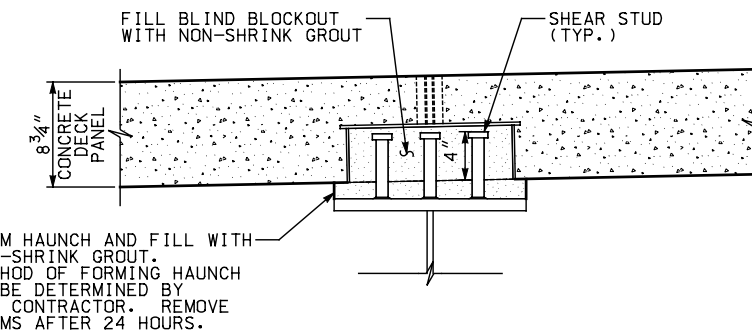
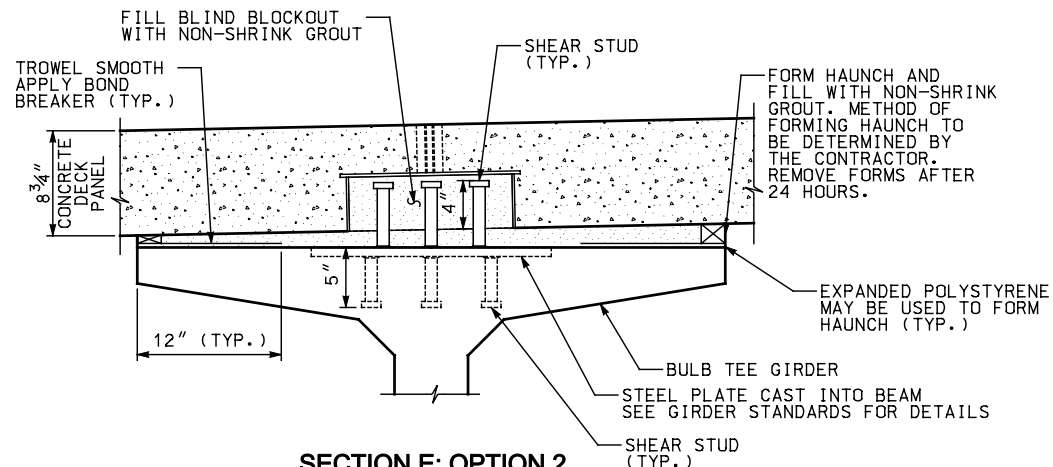
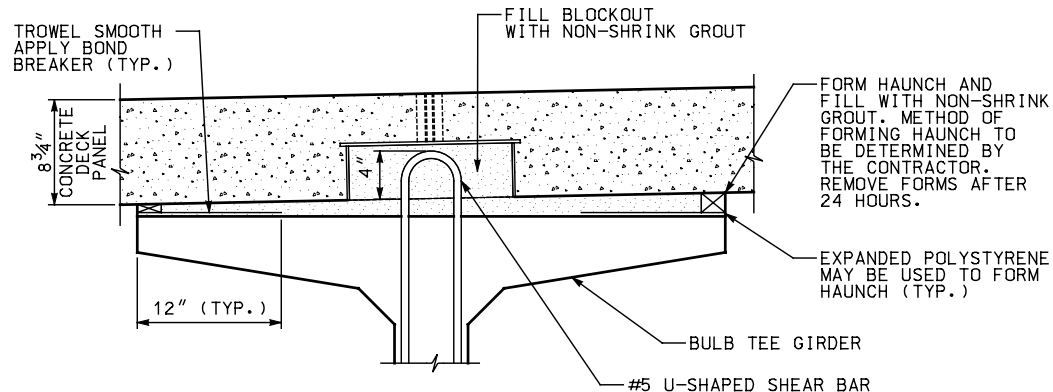
**PLAN: SHEAR STUD CONNECTOR
BULB TEE GIRDERS: OPTION 2**

NOTE: ONE ROW OF CONNECTORS SHOWN. MULTIPLE ROWS MAY BE USED



PLAN: STEEL GIRDER DETAILS

NOTE: ONE ROW OF CONNECTORS SHOWN. MULTIPLE ROWS MAY BE USED



NOTES

1. INCLUDE COST OF WELDED STUD SHEAR CONNECTORS IN THE COST OF THE PRESTRESSED CONCRETE DECK PANEL. INCLUDE COST OF THE U SHAPED REINFORCING BARS IN THE COST OF THE PRESTRESSED CONCRETE GIRDER.
2. INCLUDE COST OF ALL NON-SHRINK GROUT IN THE COST OF THE PRESTRESSED CONCRETE DECK PANEL.
3. USE A HEAVY BROOM FINISH ON TOP SURFACE OF DECK.
4. NEW CONSTRUCTION REFERS TO PLACEMENT ON NEW BEAMS.

REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL

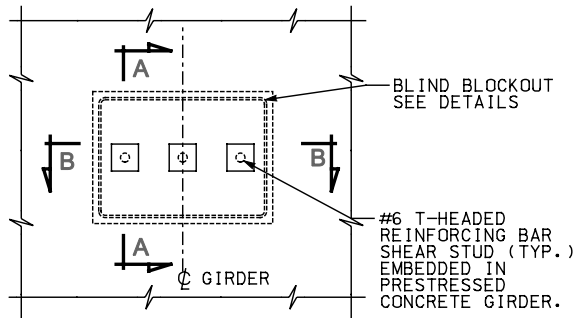
CHAIRMAN STANDARDS COMMITTEE
APPROVED

DEPUTY DIRECTOR

FULL DEPTH PRECAST
CONCRETE DECK PANELS
SHEAR CONNECTOR DETAILS
NEW CONSTRUCTION

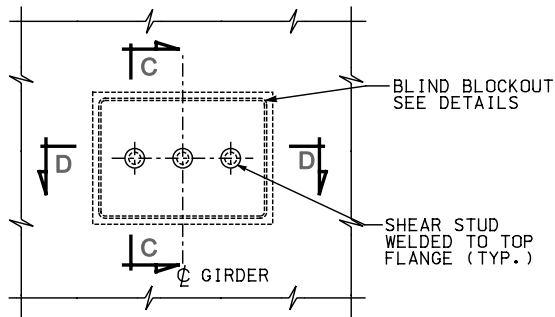
STD. DWG. NO.

PDP - 7



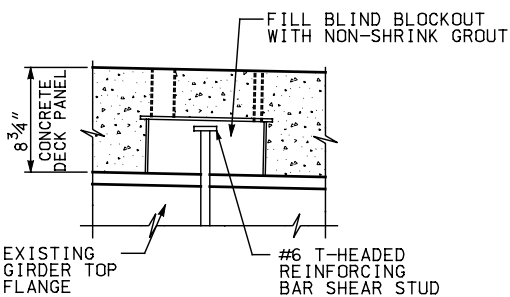
PLAN: T-HEADED SHEAR STUD CONNECTOR ON CONCRETE GIRDERS

NOTE: ONE ROW OF CONNECTORS SHOWN. MULTIPLE ROWS MAY BE USED



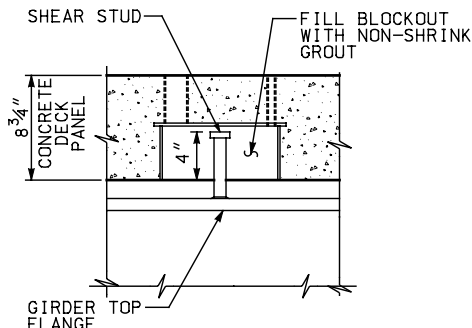
PLAN: STEEL GIRDER DETAILS

NOTE: ONE ROW OF CONNECTORS SHOWN. MULTIPLE ROWS MAY BE USED



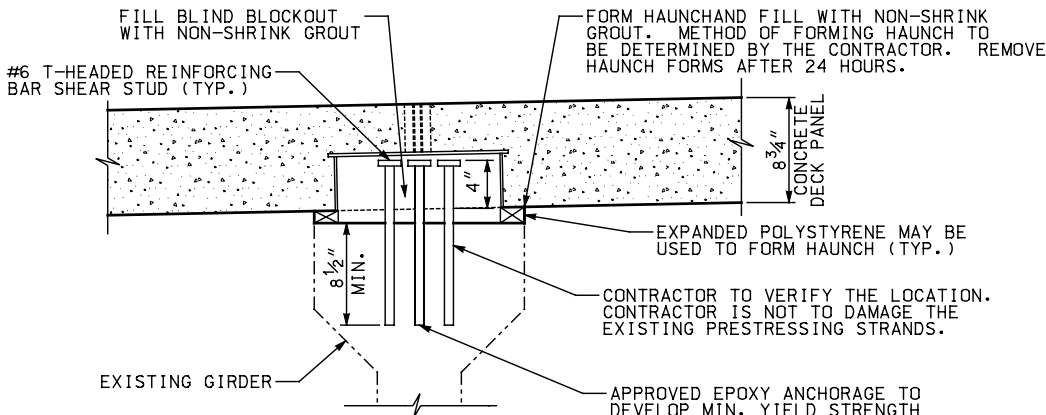
SECTION A

NOTE: ONE ROW OF CONNECTORS SHOWN. MULTIPLE ROWS MAY BE USED

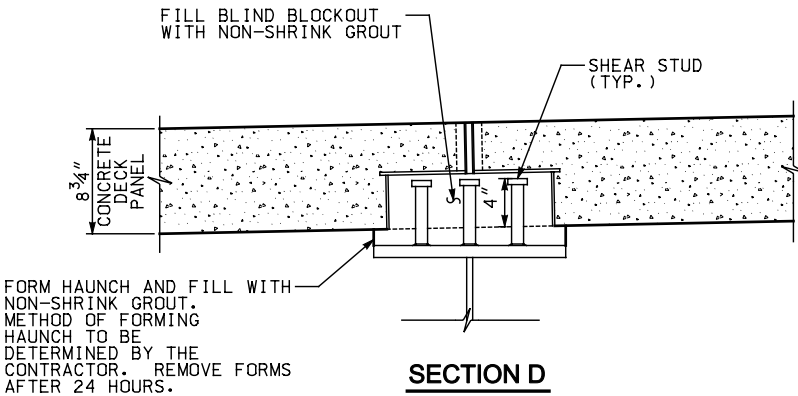


SECTION C

NOTE: ONE ROW OF CONNECTORS SHOWN. MULTIPLE ROWS MAY BE USED

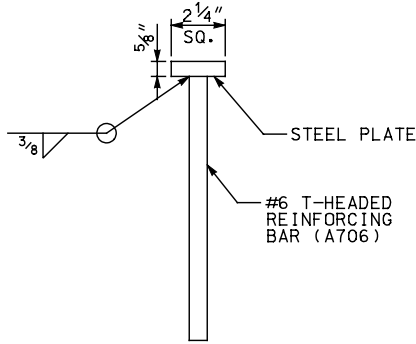


SECTION B:



SECTION D

FORM HAUNCH AND FILL WITH NON-SHRINK GROUT. METHOD OF FORMING HAUNCH TO BE DETERMINED BY THE CONTRACTOR. REMOVE FORMS AFTER 24 HOURS.

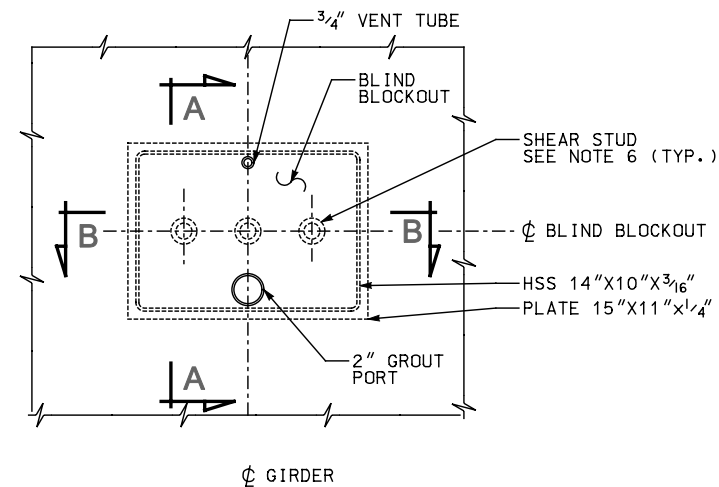


T-HEADED SHEAR STUD DETAIL

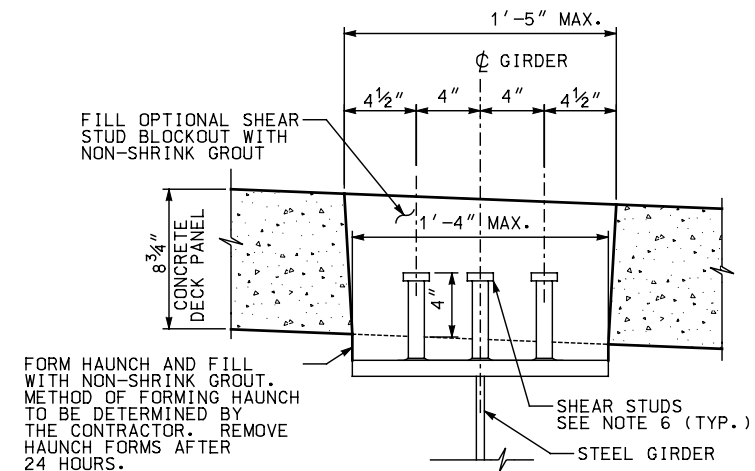
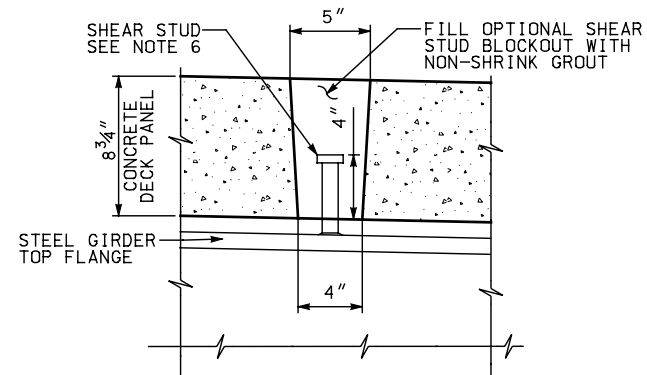
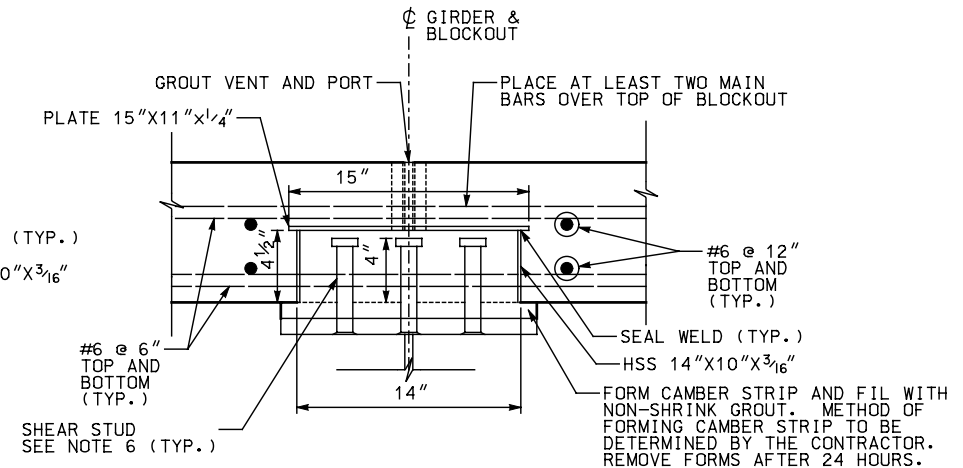
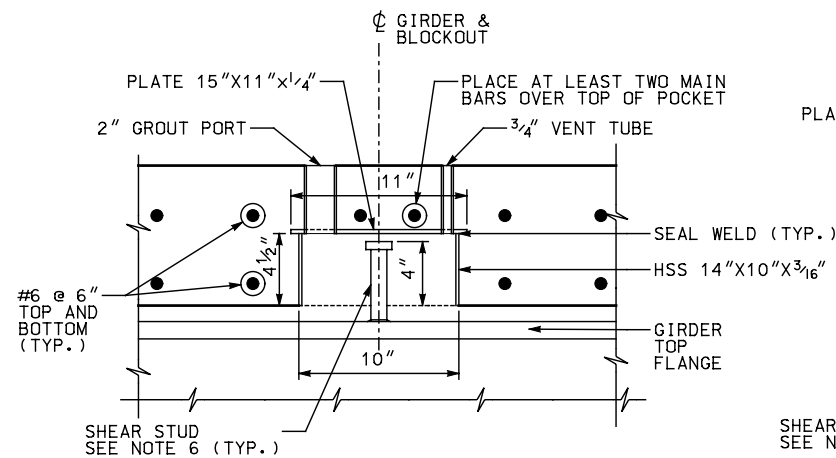
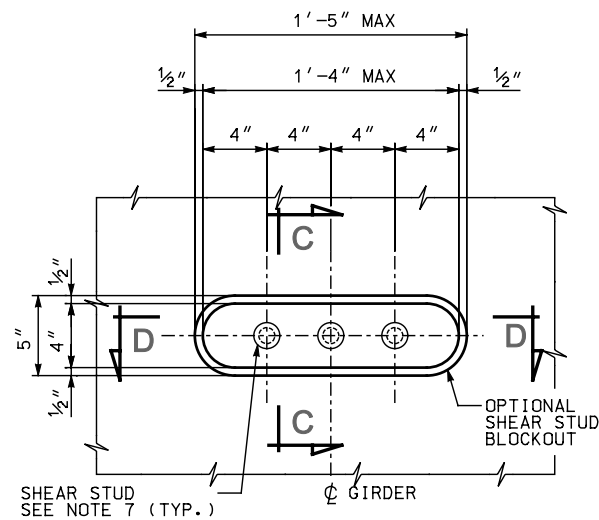
NOTES

1. INCLUDE COST OF WELDED STUD SHEAR CONNECTORS AND T STUD SHEAR CONNECTORS IN THE COST OF THE PRESTRESSED CONCRETE DECK PANEL.
2. INCLUDE COST OF ALL NON-SHRINK GROUT IN THE COST OF THE PRESTRESSED CONCRETE DECK PANEL.
3. USE A HEAVY BROOM FINISH ON TOP SURFACE OF DECK.

REVISIONS				UTAH DEPARTMENT OF TRANSPORTATION			
				STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION			
				SALT LAKE CITY, UTAH			
				RECOMMENDED FOR APPROVAL			
				CHAIRMAN STANDARDS COMMITTEE			
				APPROVED			
				DEPUTY DIRECTOR			
				FULL DEPTH PRECAST CONCRETE DECK PANELS			
				SHEAR CONNECTOR DETAILS			
				EXISTING CONSTRUCTION			
				STD. DWG. NO.			
				PDP - 8			
				REMARKS			
				APPR			
				DATE			
				NO			



NOTE: REINFORCEMENT NOT SHOWN FOR CLARITY.



NOTES

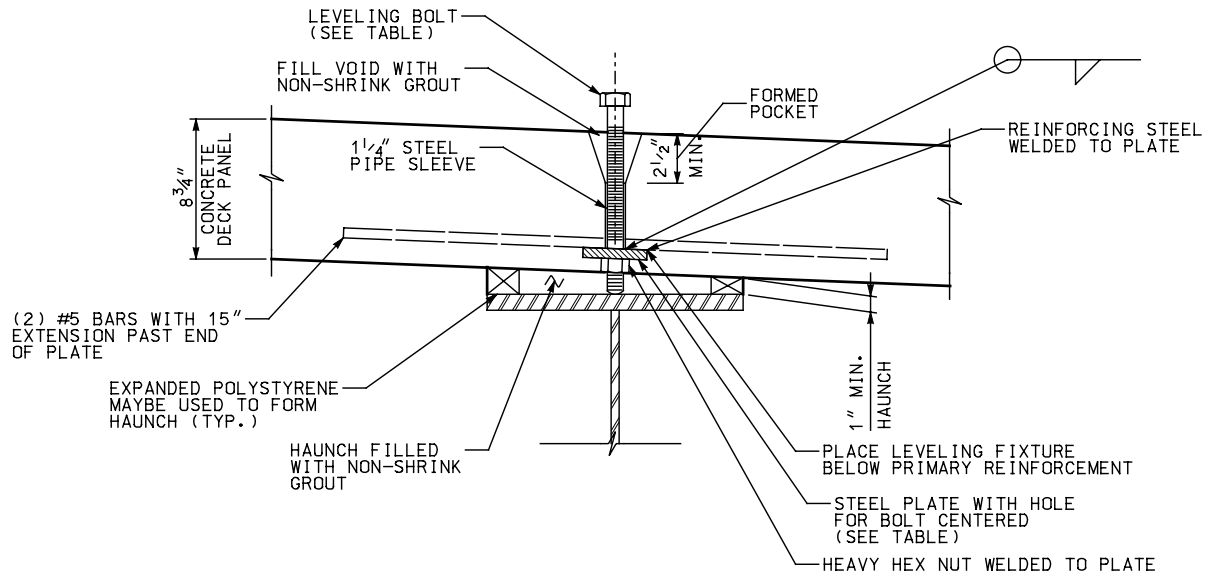
1. INCLUDE COST OF SHEAR STUDS IN PAY ITEM "PRESTRESSED CONCRETE DECK PANEL".
2. INCLUDE COST OF ALL NON-SHRINK GROUT IN PAY ITEM "PRESTRESSED CONCRETE DECK PANEL".
3. USE A HEAVY BROOM FINISH ON TOP SURFACE OF DECK AND INSIDE FACE OF OPTIONAL SHEAR STUD BLOCKOUTS.
4. NEW CONSTRUCTION REFERS TO PLACEMENT ON NEW BEAMS.
5. EXISTING CONSTRUCTION REFERS TO A NEW DECK PLACED ON EXISTING BEAMS.
6. DESIGN SIZE, NUMBER, AND SPACING OF SHEAR STUDS.
7. STEEL GIRDER SHOWN. CONCRETE GIRDER SIMILAR.

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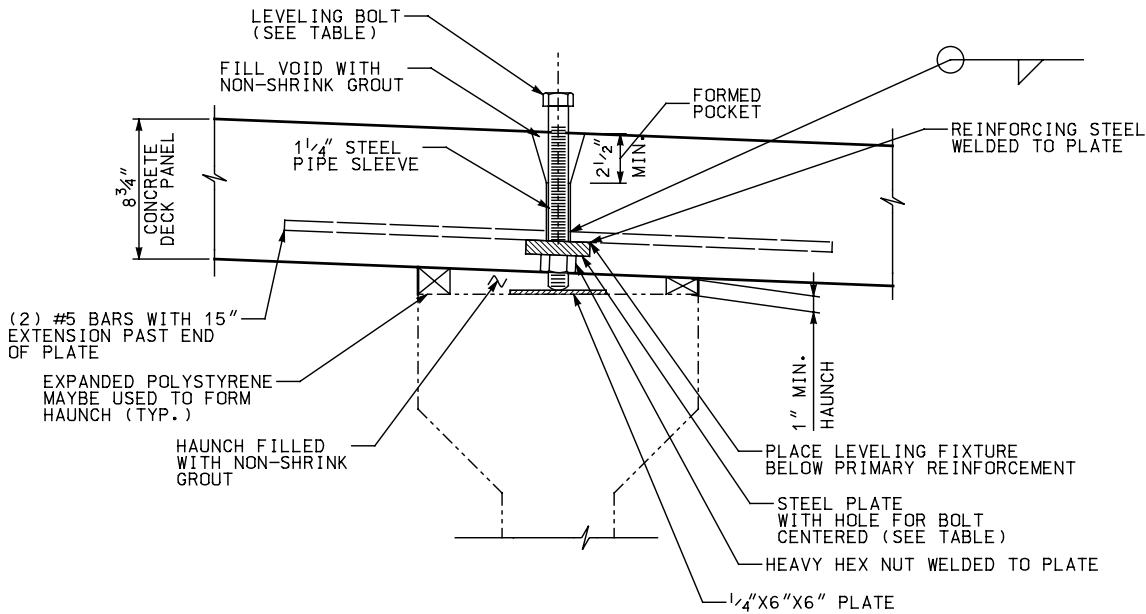
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<p align="center">RECOMMENDED FOR APPROVAL</p>	<p align="center">_____ DATE</p>
<p align="center">CHAIRMAN STANDARDS COMMITTEE APPROVED</p>	<p align="center">_____ DATE</p>
<p align="center">DEPUTY DIRECTOR</p>	<p align="center">_____ DATE</p>

**FULL DEPTH PRECAST
CONCRETE DECK PANELS**

STD. DWG. NO.
PDP - 9



**VERTICAL ADJUSTMENT DETAIL
ON STEEL GIRDER**



**VERTICAL ADJUSTMENT DETAIL
ON CONCRETE GIRDER**

VERTICAL ADJUSTMENT SCHEDULE		
SERVICE LOAD	BOLT DIA.	STEEL PLATE WITH HOLE FOR BOLT CENTERED
10 K	1 "	4 "X4 "X5/8 "
20 K	1 1/4 "	4 "X4 "X1/8 "

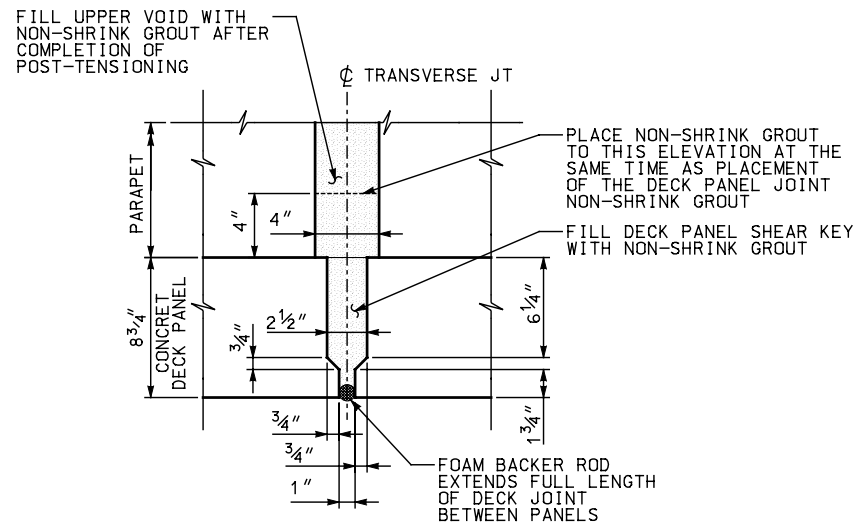
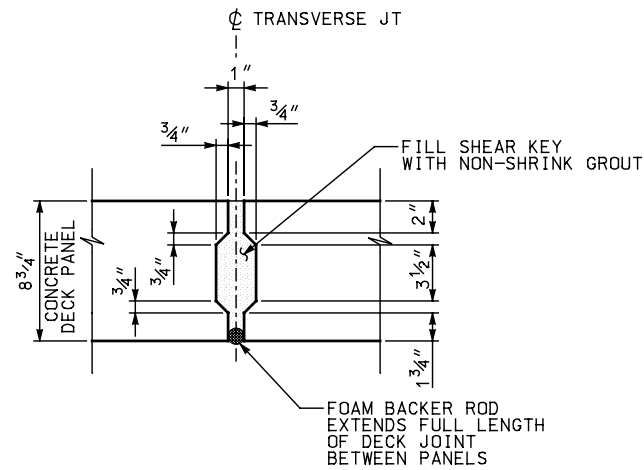
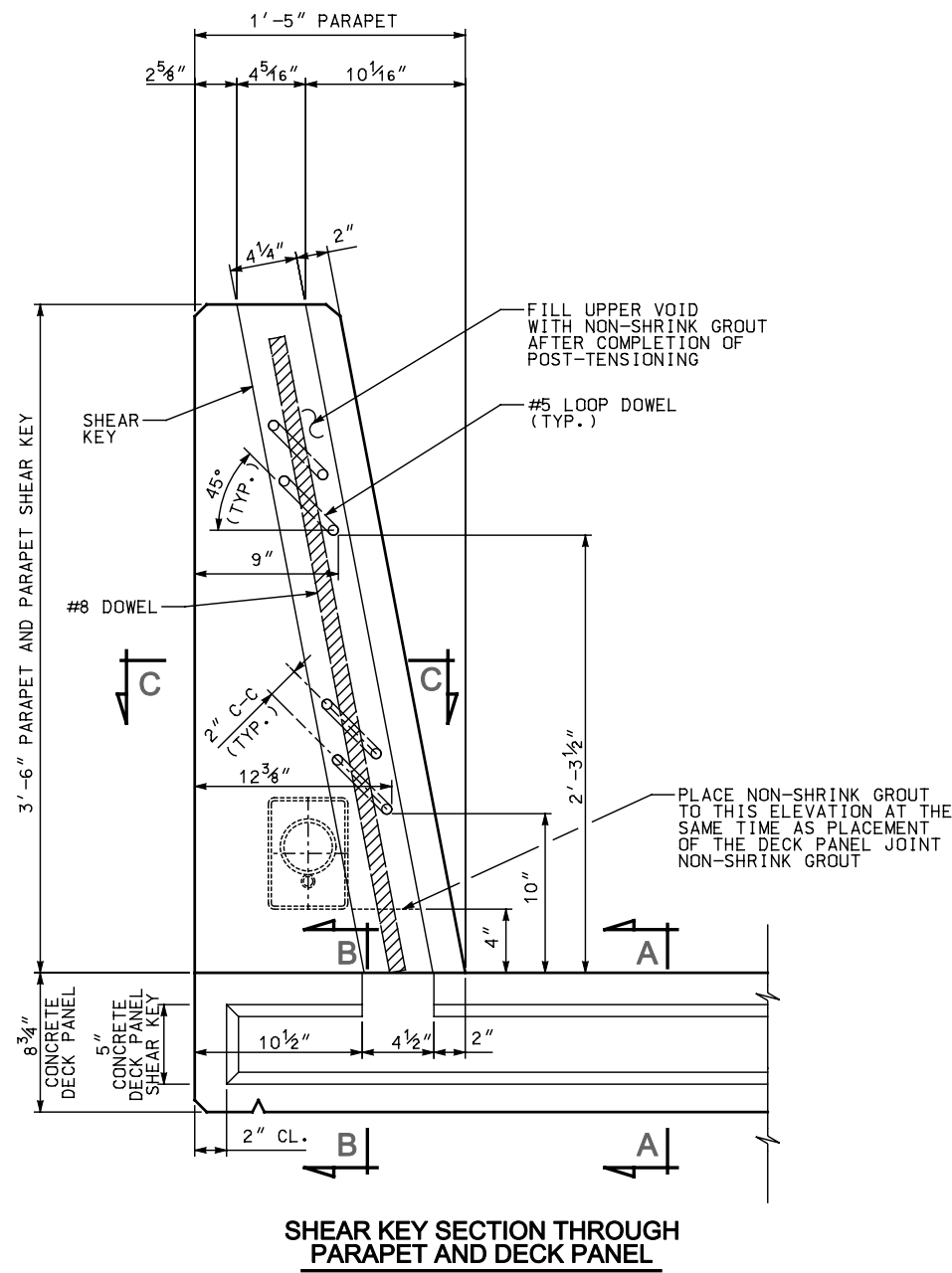
REVISIONS

NO.	DATE	APPR.	REMARKS

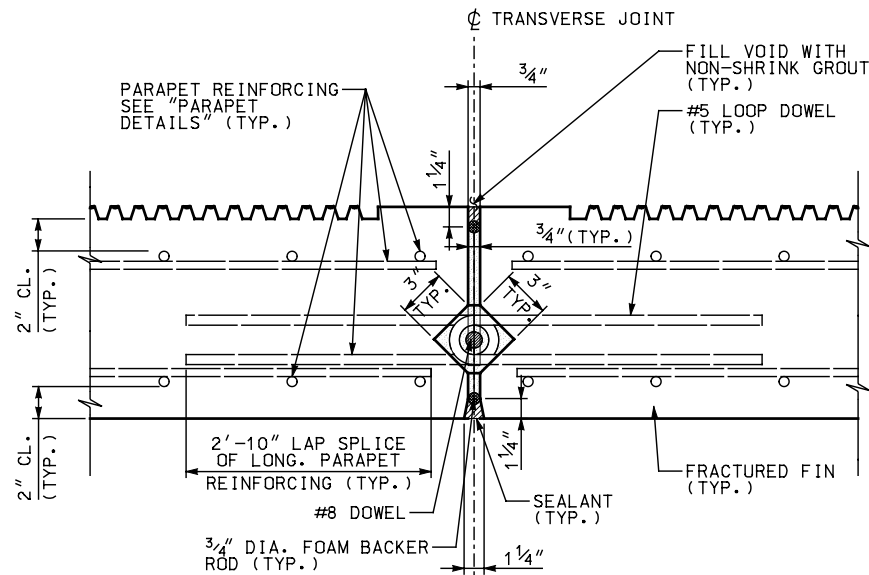
UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL	DATE
CHAIRMAN STANDARDS COMMITTEE APPROVED	
DEPUTY DIRECTOR	DATE

FULL DEPTH PRECAST
CONCRETE DECK PANELS
VERTICAL ADJUSTMENT
DETAILS



NOTE: PARAPET AND SHEAR KEY REINFORCING NOT SHOWN FOR CLARITY.



THIS SHEAR KEY CONNECTION WILL BE USED ONLY WITH PRIOR WRITTEN AUTHORIZATION FROM THE UTAH DEPARTMENT OF TRANSPORTATION. LETTER OF AUTHORIZATION WILL BE INCLUDED WITH ALL PLAN SET SUBMITTALS CALLING FOR THIS CONNECTION OPTION.

REVISIONS

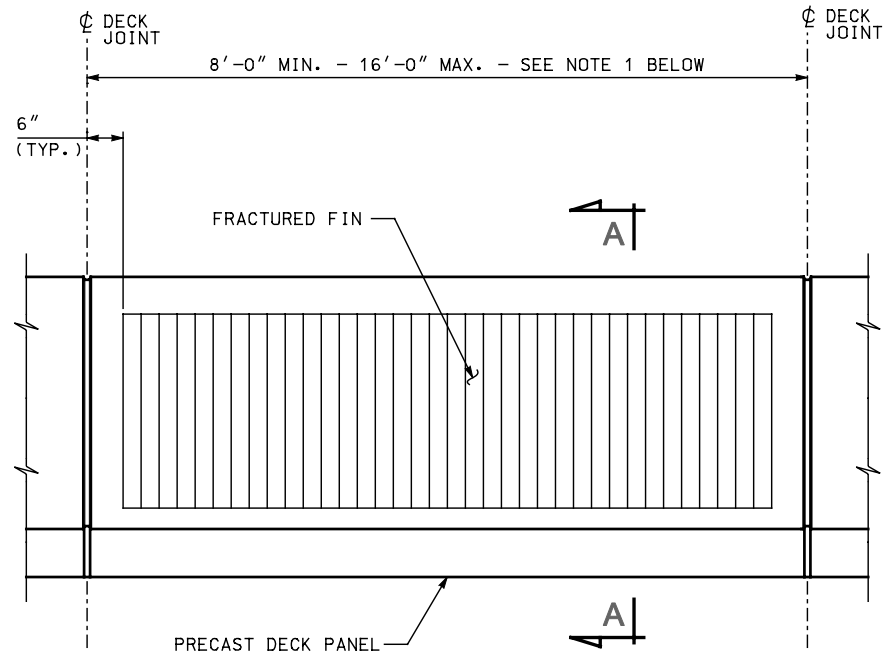
NO.	DATE	APPR.	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

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DEPUTY DIRECTOR	

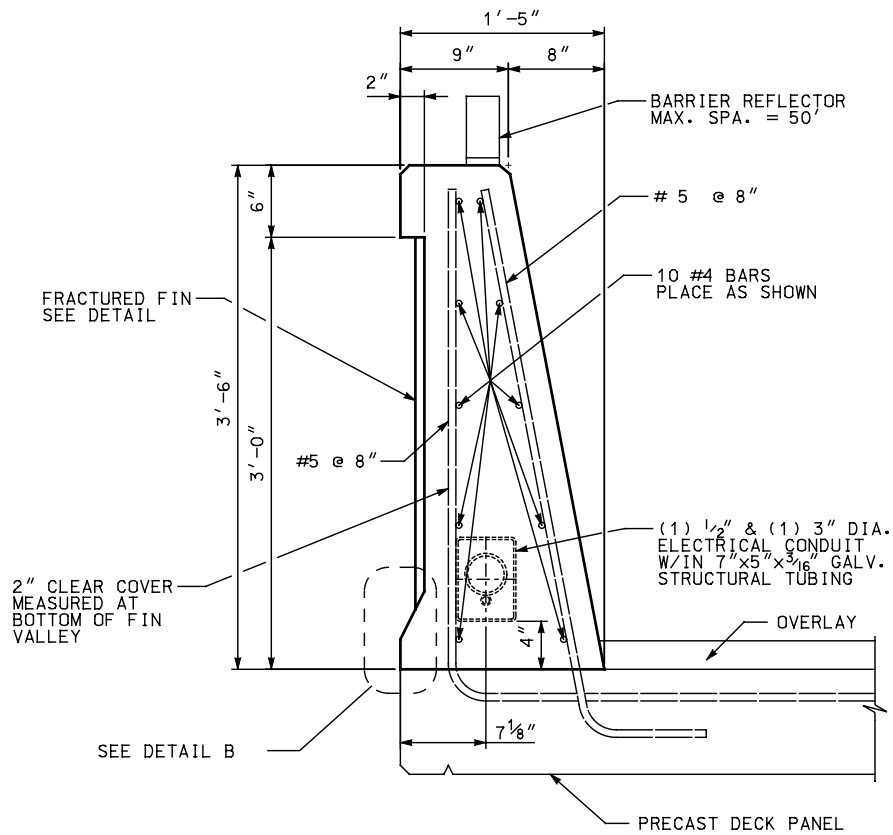
FULL DEPTH PRECAST
CONCRETE DECK PANELS
SHEAR KEY PANEL
CONNECTION DETAILS

STD. DWG. NO.
PDP - 11

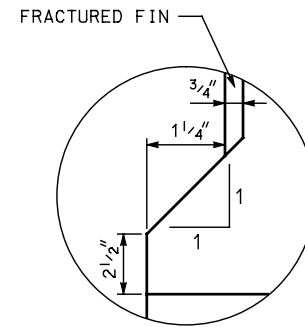


ELEVATION

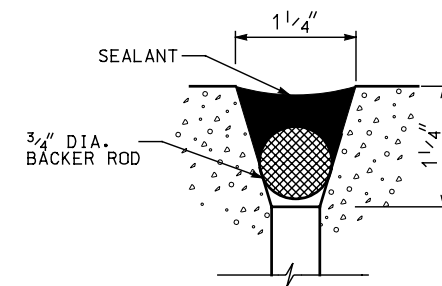
NOTES:
1. LENGTH BASED ON PRECAST DECK PANEL.
LENGTH AS DETERMINED BY DESIGNER.



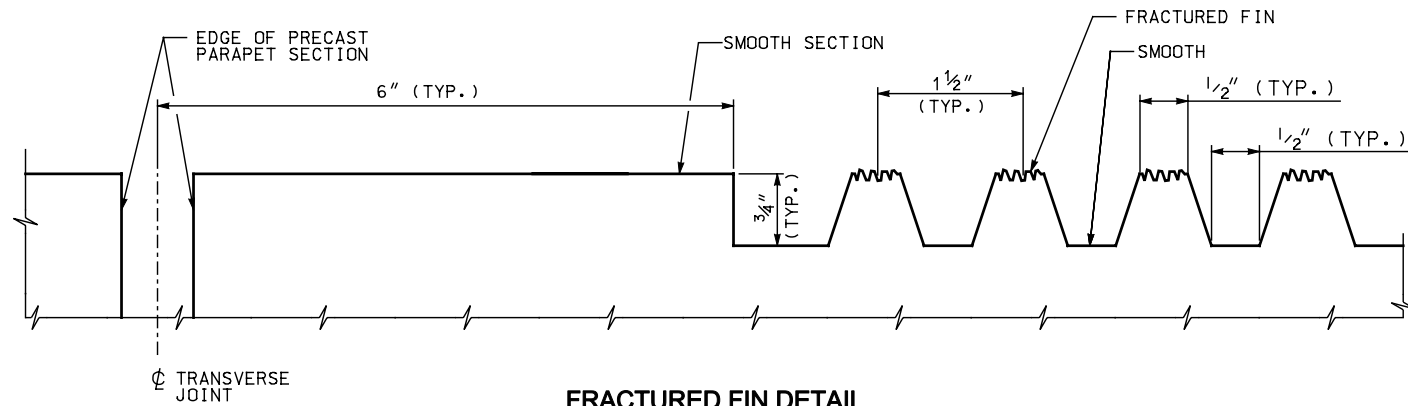
SECTION A



DETAIL B



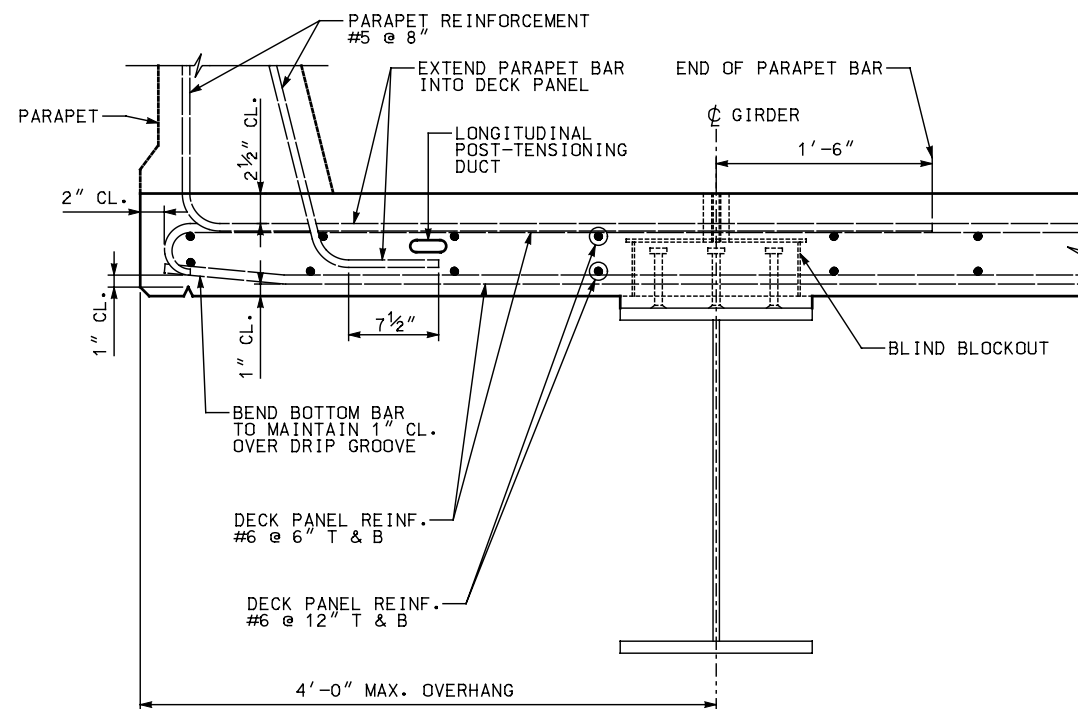
PARAPET JOINT DETAIL



FRACTURED FIN DETAIL

NOTES

1. EXTEND SEALANT AND FOAM BACKER ROD FROM DECK TOP TO TOP OF PARAPET ON THE INSIDE PARAPET FACE, AND ACROSS TOP OF PARAPET.
2. ADJUST BAR SPACING AS REQUIRED TO NOT EXCEED MAXIMUM SPACING SHOWN.
3. FRACTURED FIN PARAPET IS SHOWN, OTHERS MAY BE USED.
4. VALID FOR TL-4.



PARAPET CONNECTION DETAIL

REVISIONS

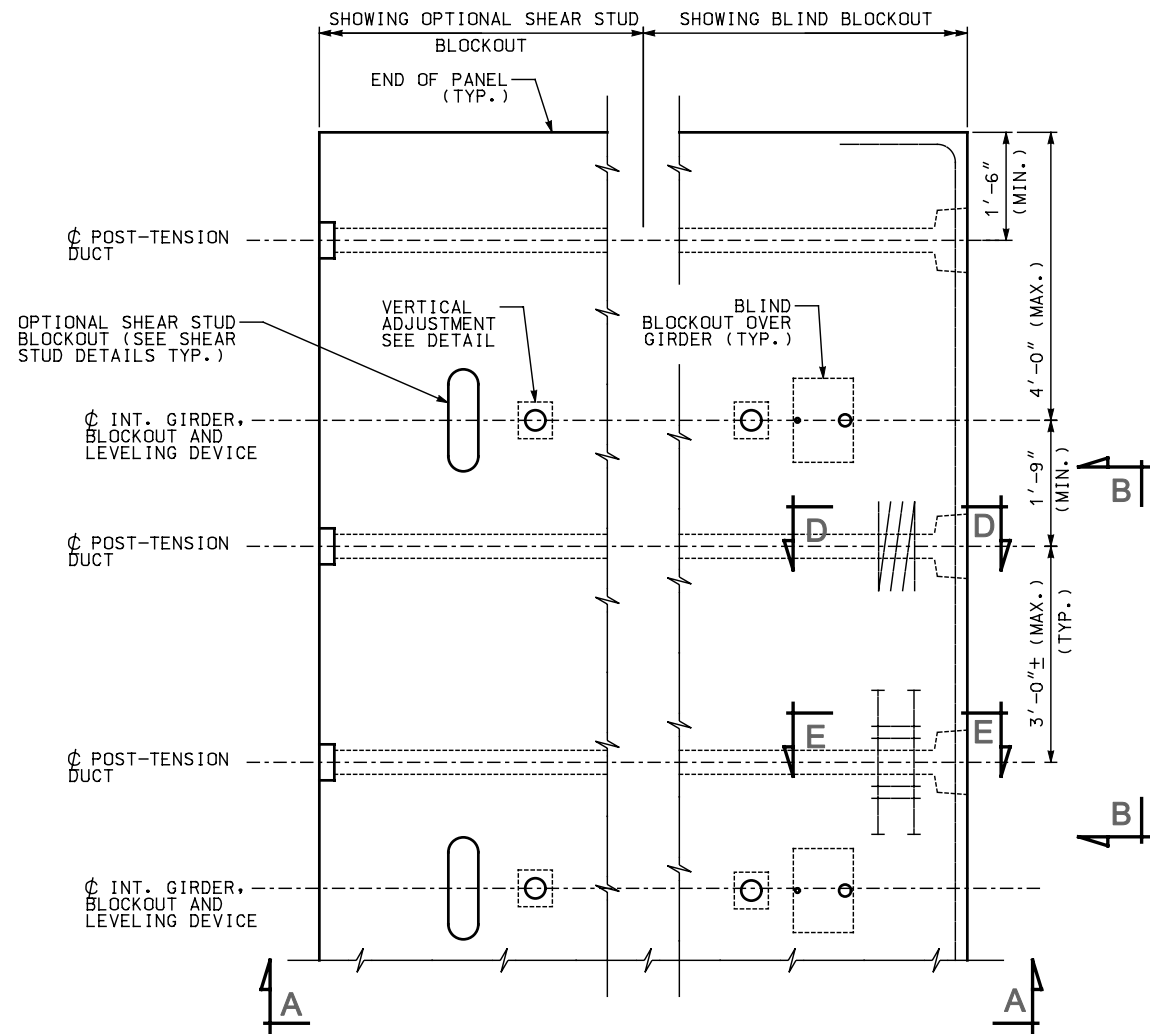
NO.	DATE	APPR.	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

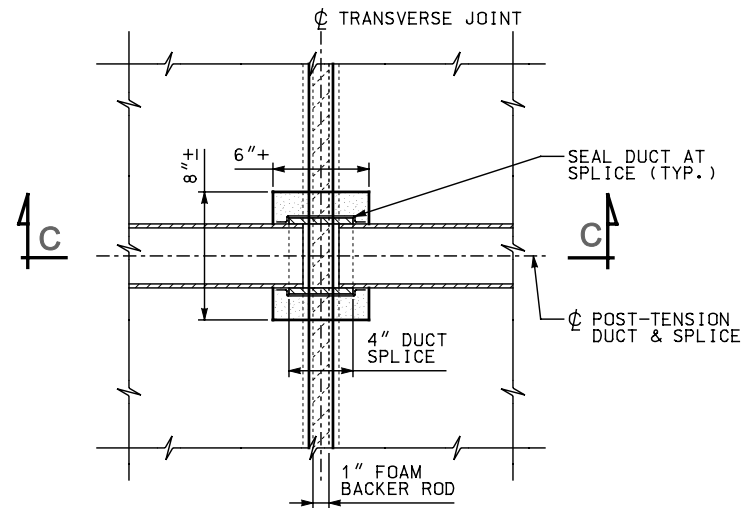
RECOMMENDED FOR APPROVAL
CHAIRMAN STANDARDS COMMITTEE
APPROVED
DEPUTY DIRECTOR

**FULL DEPTH PRECAST
CONCRETE DECK PANELS
PARAPET DETAILS**

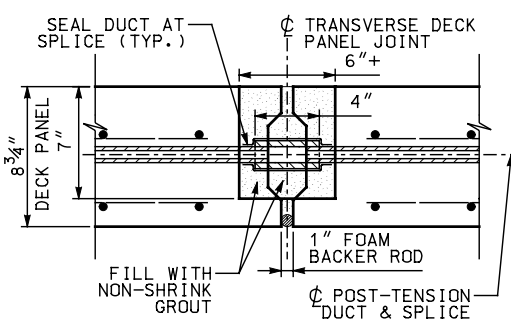
STD. DWG. NO.
PDP - 12



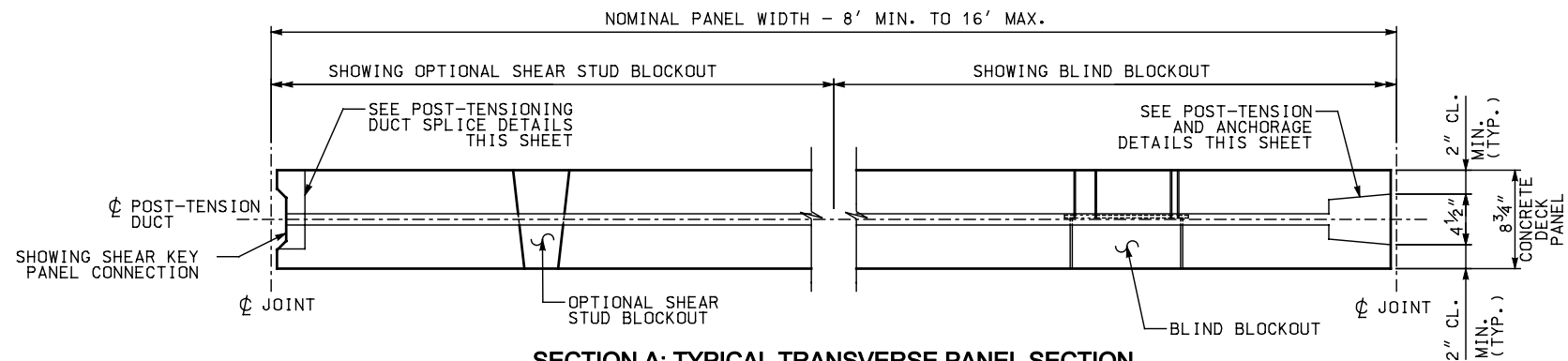
POST-TENSION END ANCHORAGE DETAIL



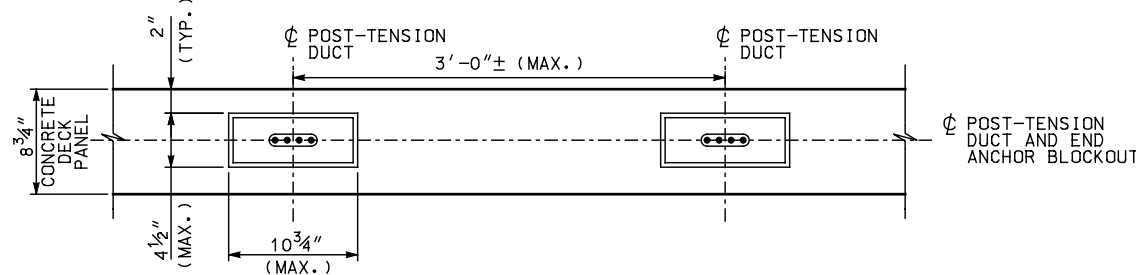
DETAIL AT DUCT CONNECTION



SECTION C: POST-TENSION DUCT SPLICE



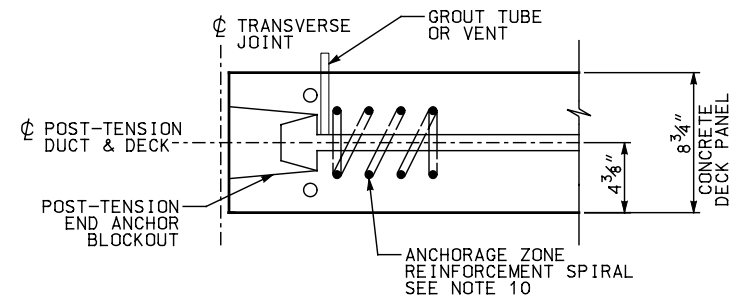
SECTION A: TYPICAL TRANSVERSE PANEL SECTION



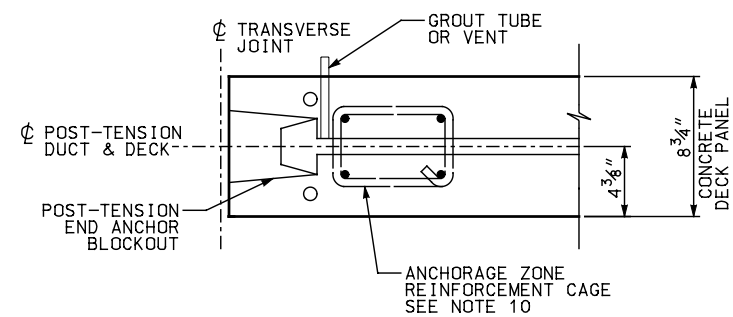
SECTION B: TYPICAL LONGITUDINAL PANEL SECTION

POST-TENSIONING NOTES:

1. USE 0.5" DIA. GRADE 270 LOW RELAXATION STRANDS CONFORMING TO ASTM A416.
2. USE 4 STRANDS PER DUCT MAXIMUM.
3. GALVANIZE BEARING PLATE ANCHOR HEADS AND METAL TRUMPETS AT ANCHORAGES. DO NOT GALVANIZE STRAND GRIPPING WEDGES.
4. DESIGN BASED ON THE FOLLOWING POST-TENSION DUCT PARAMETERS:
COEFFICIENT OF FRICTION = 0.XX
WOBBLE FRICTION COEFFICIENT = 0.000X
IF THE PROPOSED DUCT DOES NOT MEET THESE VALUES, THEN THE CONTRACTOR TO ADJUST THE JACKING FORCE TO PRODUCE THE FINAL POST-TENSIONING FORCE LISTED BELOW.
5. BEGIN STRESSING AT CENTER OF PANELS. DO NOT ALLOW MORE THAN 12.5% OF THE PRESTRESSING FORCE TO BE ECCENTRIC AT ANY TIME. SUBMIT STRESSING SEQUENCE TO ENGINEER FOR APPROVAL PRIOR TO WORK.
6. CURE DECK PANELS A MINIMUM OF 56 DAYS PRIOR TO PRESTRESSING OPERATIONS.
7. DECK PANELS MUST BE ALLOWED TO SLIDE ON GIRDERS DURING PRESTRESSING.
8. P-JACKING PER STRAND = XX.X KIPS.
9. P-FINAL PER STRAND = XX.X KIPS (AFTER LOSSES DUE TO FRICTION, ANCHORAGE SET AND ELASTIC SHORTENING).
10. THE CONTRACTOR IS RESPONSIBLE FOR DESIGN OF ALL POST-TENSIONING ELEMENTS AND ANCHORAGE ZONE REINFORCEMENT (REQUIRED FOR SPLITTING, BURSTING, SPALLING, ETC.) INCLUDING THE LOCAL ZONE (REGION IMMEDIATELY SURROUNDING POST-TENSIONING DEVICES). DESIGN MUST CONFORM WITH AASHTO LRFD SPECIFICATIONS. TYPICAL REINFORCING FOR TWO DIFFERENT MANUFACTURERS ARE SHOWN.
11. SEQUENCE OF CONSTRUCTION:
A. ERECT DECK PANELS.
B. ADJUST PANELS TO GRADE USING LEVELING DEVICES.
C. INSTALL POST-TENSIONING STRAND LOOSE IN DUCTS.
D. PLACE GROUT IN TRANSVERSE JOINTS ONLY.
E. STRESS POST-TENSIONING STRAND.
F. GROUT POST-TENSIONING DUCTS.
G. GROUT SHEAR CONNECTOR POCKETS AND CAMBER STRIPS.
H. LEVELING BOLTS MAY BE REMOVED. GROUT BOLT RECESS.



SECTION D: END ANCHORAGE ZONE REINFORCEMENT OPTION 1



SECTION E: END ANCHORAGE ZONE REINFORCEMENT OPTION 2

FULL DEPTH PRECAST CONCRETE DECK PANELS TYPICAL POST-TENSIONING DETAILS	UTAH DEPARTMENT OF TRANSPORTATION STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION SALT LAKE CITY, UTAH					REVISIONS				
	RECOMMENDED FOR APPROVAL									
	CHAIRMAN STANDARDS COMMITTEE APPROVED									
	DEPUTY DIRECTOR									
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